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CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

INFORMATION REPORT

REPORT

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COUNTRY Rumania

DATE DISTR. 9 April 1952

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1. Exportlemn is a State enterprise belonging to the Ministry of Foreign Trade which deals with the export of timber and wood products. Its main office is located in Bucharest, Calea C. A. Rosetti No. 4. Exportlemn has four branches at:

- a. Sighet (Northern Transylvania)
- b. Radauti (Bucovina)
- c. Galati
- D. Constanta

Exportlemn Constanta is located on Calea Dumitru Cantacuzino near Entrance Gate No. 1 to the Constanta Port. The permanent staff of the Constanta branch consists of 180 to 200 employees. Loading is effected through the port workers' trade union, Desrobirea. This union has 2,000 members earning between 4,000 and 5,000 lei monthly for a certain minimum of work. Work in excess of this norm is paid at piece rates. The minimum norms or the sums paid for piece work are not known.

2. The quays of the port are divided into numbered locations. For exports, Exportlemn uses the following four series of berths:

- a. 2, 3 and 4
- b. 23, 24, 25, 26 and 27
- c. 10
- d. 32

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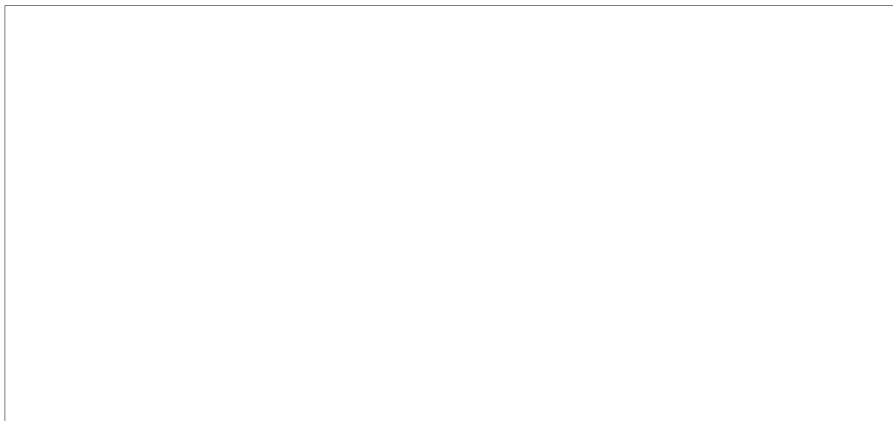
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The timber arrives in Constanta by train. It is first taken to a large depot near Port Entrance No. 3, known as Betonajul, and from there by cart to the quays.

3. The General Exports section uses berths 2, 3, 4, 10 and 32. The section has no mechanical installations. Timber is stored in the open air not far from the quay and carried to the ships by stevedores; loading is done with the help of ships' winches.
4. The USSR Exports section uses berths 23, 24, 25, 26 and 27. Near berths 24, 25 and 26 there are two large cranes but these are not used for the loading of the timber which is moved as described above. (The two cranes are old and reconditioned. They were used in 1950 for the discharge of large marble blocks of unknown origin.)
5. The General Exports and the USSR Exports sections of Exportleam, Constanta, exported less timber in 1951 than in 1950. Export figures are as follows:

a. Exports in 1950



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2. USSR Exports.

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Soviet [redacted] boats were constantly being loaded, but details of quantities are not known.

b. Exports in 1951

1. General Exports.

No details.

2. USSR Exports.

In the first four months of 1951 exports to the USSR totalled:

- a. 15,000 cubic meters of coniferous wood
- b. 8,000 cubic meters of beech wood
- c. 1,000 tons of crates (for margarine, apples, et cetera)

In 1951 the only ship used for loading timber was the Soviet ship TOL-BUKHIN. It appears that the Soviets have no ships at their disposal for this purpose and that timber is sent overland from the Radauti and

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Sighet Exportlemn branches by train. The TOLBUKHIN is an old ship, unable to load more than 3,000 cubic meters of wood. An additional 100 cubic meters was once loaded but she keeled over to one side and had to return to port to discharge the excess. The TOLBUKHIN brought phosphorescine (sic), which is used for fattening livestock, from the USSR and also occasionally it brought cotton. (Phosphorescine (sic) was unloaded on berths 13 and 14.)

6. [] 1951, fifty percent of the exports were made in payment of the Armistice Agreement. 50X1-HUM

7. The following miscellaneous information is known regarding other berths in Constanta Port:

- a. Berth No. 1 is used by the Army as a "Training base" and serves as a mooring place for the brig MIRCEA (a training ship) and the LIBER-TATEA, a former yacht of King Carol's.
- b. Berths 5, 6, 7, 8 and 9 are used for various imports and the export of cotton, veneers and paper.
- c. Berths 11 and 12 belong to the Port Railroad terminus.
- d. Berths 13, 14, 15, 16, 20 and 21 are used for the export of cement.
- e. Berths 17, 18 and 19 are used to service the silos.

No other details are known concerning berth 22, located between 1 and 27, or those located between 27 and 32, or the remainder of the berths.

8. The following relates to mechanical installations in the Port of Constanta:

- a. There are four cranes on berths 13, 14, 15 and 16 (for cement), two cranes on berths 5 and 6 (veneers, cotton, paper), and two large cranes on 24, 25 and 26.
- b. There are ten small trolleys, each with a raising device. They are new and recently imported []

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9. Port Entrance No. 1 is located about 200 meters from the Constanta Casino. Calea Cantacuzino leads right up to the gate, terminating in a stairway. Certain military activity is carried out at the foot of these steps. The work cannot be seen from the outside as it is screened by a 12-foot wooden boarding. Owing to this boarding persons entering the Port can no longer use the steps but have to make a detour.

10. The Port power station is situated in the prolongation of berths 13, 14, 15 and 16. The silos are located behind the power station.

11. Principal officials include:

- a. Serban Samoil (Sami Schwartz), General Manager [] 50X1-HUM
- b. Natan Vogelmann, Assistant Manager []
- c. Ioachim Echt, Technical Director []
- d. Berl Hoffer, Head of the Port Department []

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